

CHINA



MAIL.

Established February, 1845,

With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

Vol. XXXV. No. 4965.

號六月六年九十七百八千一英

HONGKONG, FRIDAY, JUNE 6, 1879.

日七十月四年卯己

PRICE, \$24 PER ANNUM.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALGAR, 8, Clement's Lane, Lombard Street. GEORGE STREET & Co., 30, Cornhill. GORDON & GOTH, Ludgate Circus. E. C. BATES, HERBY & Co., 4, Old Jewry. E. C. SAMUEL DRACON & Co., 150 & 154, Leadenhall Street.

PARIS AND EUROPE.—LEON DE ROSNY, 19, Rue Monsieur, Paris.

NEW YORK.—ANDREW WING, 133, Nassau Street.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOTH, Melbourne and Sydney.

SAN FRANCISCO and American Ports generally.—BLAIR & BLACK, San Francisco.

SINGAPORE AND STRAITS.—SAYLE & Co., Square, Singapore. C. HEINZEL & Co., Manila.

CHINA.—Macao, Messrs A. A. DE MELO & Co., Swatow, CAMPBELL & Co., Amoy, WILSON, NICHOLLS & Co., Fuchow, HEBER & Co., Shanghai. LAMB, CRAWFORD & Co., and KELLY & WALSH, Yokohama, LAMB, CRAWFORD & Co.

BANKS.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, 5,000,000 Dollars. RESERVE FUND, 1,300,000 Dollars.

COURT OF DIRECTORS.

Chairman.—W. H. FORBES, Esq.

Deputy Chairman.—HON. W. KESWICK.

E. R. BELLING, Esq. WILHELM REINHOLD, Esq.

H. L. DALRYMPLE, Esq. F. D. SASSOON, Esq.

H. HOFFMANN, Esq. W. S. YOUNG, Esq.

A. McIVER, Esq.

CHIEF MANAGER.

Hongkong, THOMAS JACKSON, Esq.

MANAGER.

Shanghai, EWEN CAMERON, Esq.

LONDON BANKERS.—London and County Bank.

HONGKONG.

INTEREST ALLOWED.

ON Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.

For Fixed Deposits:—

For 3 months, 3 per cent. per annum.

" 6 " 4 per cent. " "

" 12 " 5 per cent. " "

LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON, Chief Manager.

Offices of the Corporation, No. 1, Queen's Road East.

Hongkong, February 15, 1879.

ORIENTAL BANK CORPORATION.

(Incorporated by Royal Charter.)

RATES OF INTEREST ALLOWED ON FIXED DEPOSITS.

At 3 months' notice 8 1/4 per Annum.

" 6 " " 4 1/2 " "

" 12 " " 5 " "

On Current Accounts at Rates which can be ascertained at their Office.

D. A. J. CROMBIE, Acting Manager.

Oriental Bank Corporation, Hongkong, November 23, 1878.

CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

CAPITAL, £200,000. RESERVE FUND, £150,000.

Bankers.

THE BANK OF ENGLAND.

THE CITY BANK.

THE NATIONAL BANK OF SCOTLAND.

THE BANK'S BRANCH in Hongkong grants Drafts on London and the Chief Commercial places in Europe and the East; buys and receives for collection Bills of Exchange, and conducts all kinds of Banking and Exchange Business.

RATES OF INTEREST ALLOWED ON DEPOSITS.

On Current Accounts, 2 per cent. per annum on the daily balance.

On Fixed Deposits.

For 3 months, 3 per cent. per annum.

" 6 " 4 per cent. " "

" 12 " 5 per cent. " "

Banks.

COMPTOIR D'ESCOMPTE DE PARIS.

(Incorporated 7th & 18th March, 1849.)

RECOGNISED by the INTERNATIONAL CONVENTION OF 30th APRIL, 1863.

CAPITAL FULLY PAID-UP, £3,200,000. RESERVE FUND, £800,000.

HEAD OFFICE—14, RUE BERGHE, PARIS.

AGENCES AND BRANCHES at:

LONDON, ROUBON, SAN FRANCISCO, MARSEILLES, BOMBAY, HONGKONG, LYONS, CALCUTTA, HANKOW, NANTES, SHANGHAI, POOCHOW.

LONDON BANKERS.

THE BANK OF ENGLAND.

THE UNION BANK OF LONDON.

The Hongkong Agency receives Fixed Deposits on Terms to be ascertained on application, grants Drafts and Credits on all parts of the World, and transacts every description of Banking Exchange Business.

E. G. VOUILLEMONT, Manager, Shanghai.

Hongkong, May 20, 1879.

CHARTERED MERCHANT BANK OF INDIA, LONDON & CHINA.

(Incorporated by Royal Charter.)

THE following Rates of Interest are allowed on FIXED DEPOSITS:—

For 12 months, 5 per cent. per annum.

" 6 " 4 per cent. " "

" 3 " 2 per cent. " "

H. H. NELSON, Manager.

Hongkong, May 31, 1879.

GENERAL BALANCE SHEET OF THE NATIONAL BANK OF INDIA, LIMITED.

For the Year ended 31st December, 1878.

Dr. LIABILITIES.

To Capital, consisting of 87,330 Shares of £25 each, with £13 10s. paid up, 466,500 0 0

Less 100 Shares of £25 each, originally subscribed for, but not taken up, 1,250 0 0

To Reserve Fund, 465,250 0 0

To Amount due on Current and Fixed Deposit and other Accounts, 1,994,686 2 8

To Bills Payable, 874,252 18 1

To Profit and Loss Account, as under, 18,583 9 5

£3,267,772 10 2

To Liability on Bills receivable, re-discounted, £1,400,338 12s. 8d., of which, up to this date, £293,937 11s. 4d. have run off.

Cr. ASSETS.

By Cash on hand and at Bankers, 315,966 7 2

By Bullion, 103,956 1 3

By Government Securities, 566,681 8 6

1,051,003 16 11

By House Property, Furniture, and Stamps, 51,936 12 4

By Bills of Exchange, 1,711,152 14 6

By Loans on Government and other Securities, 458,689 6 5

£3,267,772 10 2

PROFIT AND LOSS ACCOUNT.

For the Year ended 31st December, 1878.

1878. Dr. £ s. d.

April 23. To Dividend at the rate of 6 per cent. per annum for the half-year ended 31st December, 1877, 15,957 10 0

To amount carried to Reserve Fund, 5,000 0 0

Sept. 27. To ad interim Dividend at the rate of 6 per cent. per annum, for the half-year ended 30th June, 1878, 18,957 10 0

To Balance, 18,958 9 5

£46,498 9 5

1877. Cr. £ s. d.

Dec. 31. By Balance, 21,879 15 0

Dec. 31. By Net Profits for the Year ended 31st Dec., 1878, after defraying all Current Charges, Salaries, and Interest paid and due to Constituents on Current and Fixed Deposit Accounts, 24,618 14 5

£46,498 9 5

R. O. CAMPBELL, R. P. HARRISON, DAVID REID, Directors.

R. O. FAWCERS, ROBT. CAMPBELL, Joint General Managers.

R. H. BANNISTER, Sub-Man. & Asst.

We have compared the above Balance Sheet with the Books and Vouchers kept in London, and the Certified Returns from the Branches, and find the same in accordance therewith.

O. N. COOKE, FRANCIS COOPER, Auditors.

(Cooper Brothers & Co.) London, 28th March, 1879.

Bank.

NOTICE.

ORIENTAL BANK CORPORATION.

THE AGENCY of this BANK at FOOCHOW will be CLOSED and WITHDRAWN from 1st July next.

CURRENT DEPOSIT ACCOUNTS and FIXED DEPOSIT RECEIPTS will be PAID there AT ONCE with Interest to Date, or transferred to this Branch at the Exchange of the Day at the option of Constituents.

GEO. O. SCOTT, p. Manager.

Oriental Bank Corporation, Hongkong, May 23, 1879.

Notices of Firms.

NOTICE.

MR. CARL STIEBEL is authorized from this Date to SIGN our Firm by Procuration here, at Shanghai and at Yokohama.

REISS & Co.

Hongkong, May 29, 1879.

NOTICE.

THE INTEREST and RESPONSIBILITY of Mr. WALTER SCOTT FITZ, in our Firm in Hongkong and China, CEASED on the 31st December last.

Mr. CHARLES VINCENT SMITH is admitted a Partner from this Date.

RUSSELL & Co.

Hongkong, January 1, 1879.

NOTICE.

MR. JAMES ANDERSON, formerly Manager of the POOCHOW DOCKS, has this Day been admitted a Partner in our Firm.

J. INGLIS & Co., Victoria Foundry, Wanchai.

Hongkong, April 1, 1879.

For Sale.

FOR SALE.

JULES MUMM & Co.'s CHAMPAGNE, in Quarts and Pints.

GIBB, LIVINGSTON & Co.

Hongkong, May 26, 1879.

SELLING OFF.

AS it is necessary to Effect a COMPLETE CLEARANCE by the end of the present month, The whole of

LAMMERT ATKINSON & Co.'s REMAINING

VARIED STOCK, comprising:

FAMILY STORES. WINES. SPIRITS. ALES. STATIONERY.

BOOKS. ELECTRO-PLATED WARE. GLASSWARE. CROCKERY. SEICHOANDLERY. &c., &c., &c.

Will be sold at FURTHER GREATLY REDUCED PRICES.

Hongkong, June 4, 1879.

Intimations.

HYDROGRAPHIC NOTICE.

APPROACHES TO HONGKONG—TYTAMI CHANNEL.

POSITION OF DANGER.

Lat. 21° 57' 36" N. Long. 114° 07' 59" E. Left Extreme Tylami Island, N. 90° W. Right Extreme do, N. 85° E.

Least Water on the Rock (reduced to low Water Springs) 13 feet.

CLEARING MARKS.

No Vessel should stand to the Northward of a line joining the S.E. point of Yechau Island with the centre of Guyana Island (bearing respectively from each other N. 67° E. and S. 67° W.) until Echau Head opens clear of S.W. point of Tylami Island bearing N. & W.

This Rock is about 60 feet Long East and West, and 20 feet North and South. Between the Rock and the Island the Soundings vary from 8 to 10 fathoms.

(Signed) G. KING HARMAN, Lieut. and Commander, H.M.S. "Mosquito."

Approved. (Signed) GEO. A. G. GREY, Lieut. and Commander, H.M.S. "Mosquito."

Hongkong, 6th May, 1879.

This Notice effects Admiralty Chart No. 2212 and Sailing Directions for the China Sea Vol. III, page 78.

DENTAL NOTICE.

DR. ROGERS will visit SHANGHAI during the Summer Months, leaving Hongkong on the 1st of April next, and returning about 1st November.

Hongkong, February 10, 1879.

Intimations.

NOTICE.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

DURING the Next THREE MONTHS the Company's Steamers FROM CHINA will proceed direct to LONDON, leaving Hongkong on the following Dates:—

3rd June.....S.S. Lombardy.....tons 2723

17th " " " Zambesi " 2431

1st July " " " Theran " 2589

15th " " " Khedive " 3742

29th " " " Moha " 2833

12th Aug. " " " Kaur-i-Hind " 4023

26th " " " Cathay " 2982

9th Sept. " " " Bokhara " 2932

A. McIVER, Superintendent.

Hongkong, May 22, 1879.

NOTICE.

ALL CLAIMS against the Undersigned Firm, to be sent in on or before the 30th instant, or they will not be Recognized.

W. B. SPRATT & Co.

Hongkong, June 3, 1879.

NOTICE.

CANTON INSURANCE OFFICE.

ADJUSTMENT OF BONDS FOR THE YEAR 1878.

SHAREHOLDERS in the above Office are Requested to furnish the Undersigned with a List of THEIR CONTRIBUTIONS for the Year ending 31st December, 1878, in order that the Distribution of the PROFITS Reserved for CONTRIBUTORS may be arranged. Returns not rendered prior to the 30th JUNE Next will be Adjusted by the Office, and no Claims or Alterations will be subsequently admitted.

JARDINE, MATHESON & Co., General Agents.

Hongkong, 14th May, 1879.

HONGKONG WHARF & GODOWNS.

GOODS RECEIVED ON STORAGE at Moderate Rates, in FIRST-CLASS GODOWNS, under European supervision; and VESSELS Discharged alongside the Wharf, on favorable Terms, with quick despatch. Also entire Godowns to be let.

MEYER & Co.

Hongkong, June 2, 1879.

NOTICE.

HONGKONG COMMERCIAL EXCHANGE.

THE EXCHANGE ROOMS in MARINE HOUSE, Queen's Road Central, will be Open and Ready for the use of MEMBERS, on MONDAY, the 2nd June next. Applications for admission as Members to be addressed to

E. GEORGE, Secretary.

Hongkong, May 14, 1879.

YANGTZE INSURANCE ASSOCIATION.

NOTICE.

IN accordance with the Articles of Agreement, the Directors have declared a DIVIDEND to POLICYHOLDERS for the FIFTEEN MONTHS ending 31st December 1878, of THIRTY-THREE PER CENT. ON THE NET PREMIA CONTRIBUTED, payable at our OFFICE on and after the 15th instant.

POLICYHOLDERS are requested to send in particulars of their Contributions.

By Order of the Directors, RUSSELL & Co., Agents.

Hongkong, May 5, 1879.

NOTICE.

FROM the 1st of OCTOBER, DR. EASTLAKE will receive his PATIENTS at his new DENTAL ROOMS, No. 50, QUEEN'S ROAD CENTRAL, over the MEDICAL HALL.

Hongkong, September 23, 1878.

Shipping.

Steamers.

FOR HIOGO.

The Steamship "HESPERIA," JOHANNES, Master, will be despatched for the above Port on or about SATURDAY, the 7th inst.

For Freight or Passage, apply to SIEMSEN & Co., Agents.

Hongkong, June 3, 1879.

FOR SWATOW, AMOY & FOOCHOW.

The Steamship "DOUGLAS," Capt. Young, will be despatched for the above Ports on SUNDAY, the 8th instant, at 10 a.m.

For Freight or Passage, apply to DOUGLAS LARPAK & Co.

Hongkong, June 4, 1879.

Shipping

Auctions.

PUBLIC AUCTION.

TO BE SOLD BY PUBLIC AUCTION, shortly, on a day to be hereafter named, unless previously disposed of by private contract.

THE HONGKONG DISTILLERY.

Situate at East Point, Hongkong, now in Complete Working Order, and Capable of Distilling upwards of 2,000 Gallons daily. The Property is of a most valuable nature, comprising THREE PIECES of GROUND close to the water, viz.:—Inland Lots Nos. 749, 781 and 782, with the Substantially Built DWELLING HOUSE and BUSINESS PREMISES, erected specially for the purpose only a few years since, together with the MACHINERY, ENGINES, STILL, VATS, STOCK, and TRADE FURNITURE and FIXTURES.

For further Particulars, apply to Messrs SHARP, TOLLER, and JOHNSON, Solicitors, Supreme Court House, Hongkong, March 5, 1879.

Intimations.

NEWS FOR HOME.

The Overland China Mail.

(The oldest Overland Paper in China.)

PUBLISHED AT THE "CHINA MAIL" OFFICE IN TIME FOR THE ENGLISH MAIL.

Containing from 72 to 84 columns of closely printed matter.

THIS Mail Summary is compiled from the Daily China Mail, is published twice a month on the morning of the English Mail's departure, and is a record of each fortnight's current history of events in China and Japan, contributed in original reports and collated from the journals published at the various ports in those countries.

It contains Shipping news from Shanghai, Hongkong, Canton, &c., and a complete Commercial Summary.

Subscription, 50 cents per Copy (postage paid 50 cents). \$12 per annum (postage paid \$12.00).

Orders should be sent to Geo. MURRAY BAIN, China Mail Office, 2, Wyndham Street, not later than the evening before the departure of the English Mail Steamer.

Terms of Advertising, same as in Daily China Mail.

Notices to Consignees.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE S. S. Murray having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the Undersigned for counter-signature, and to take immediate delivery of their Goods.

Cargo impeding the discharge will be at once landed and stored at Consignees' risk and expense.

JARDINE, MATHESON & Co., Agents, Hongkong, June 2, 1879. jn9

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship Ararat, Capt. MACVISH, having arrived from the above Ports, Consignees of Cargo by her are requested to send in their Bills of Lading to the Undersigned for counter-signature, and to take immediate delivery of their Goods.

Cargo impeding the discharge will be at once landed and stored at Consignees' risk and expense.

DAVID SASSOON, SONS & Co., Agents, Hongkong, June 3, 1879. jn10

FROM SAN FRANCISCO AND YOKOHAMA.

THE Steamship Alaska, Captain SEABURY, having arrived from the above Ports, Consignees of Cargo by her are hereby requested to send in their Bills of Lading to the Undersigned for counter-signature, and to take immediate delivery of their Goods.

Cargo impeding the discharge will be at once landed and stored at Consignees' risk and expense.

The above Steamer having incurred General Average, Consignees of Cargo and Treasure are notified that a General Average Bond is now lying at our Office and will require their Signature before delivery.

RUSSELL & Co., Agents, Hongkong, May 10, 1879.

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of the following Cargo are requested to send in their Bills of Lading to the Undersigned for counter-signature, and take immediate delivery. This Cargo has been landed and stored at their risk and expense.

No Fire Insurance has been effected.

Ex Yangtze.

Order, 1 case Haberdashery, from London.

SW (in square) No. 10/14, Order, 5 cases T. S. Do., do., from London.

AME (in diamond) No. 10/17, Or., 2 cases T. J. Flannel, from L/don.

EOC 224, 1 case Merchandise.

M. M. 8 drums Paint Oil.

No. 18, 1 case Merchandise.

G. de CHAMPEAUX, Agent, Hongkong, June 4, 1879.

To-day's Advertisements.

FOR NINGPO & SHANGHAI.

The Steamship "AMOI," G. H. DREWES, Master, will be despatched for the above Ports TO-MORROW, the 7th Inst., at 2 p.m.

For Freight or Passage, apply to SIEMSEN & Co.

Hongkong, June 6, 1879. jn7

FOR MANILA VIA AMOI.

The Spanish Steamer "EMUY," BLANCO, Master, shortly expected, will be despatched as above on SATURDAY Next, the 7th Instant, at 5 p.m.

For Freight or Passage, apply to REMEDIOS & Co.

Hongkong, June 6, 1879. jn7

FOR MANILA.

The A. I. British Bark "CARRICKS," T. JONES, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to MEYER & Co.

Hongkong, June 6, 1879.

FOR LONDON.

The A. I. British Bark "GAUNTLET," LUCAS, Master.

For Freight, apply to VOGEL & Co.

Hongkong, June 6, 1879.

NOTICE.

THE INTEREST and RESPONSIBILITY of Mr. CHAN HING WO in our Firm CEASED on the 21st day of January, 1879.

MAN FOOK SING HONG, 60 and 62, Bonham Strand.

Hongkong, June 6, 1879. jn6

NOTICE.

MR. NGAN FOOK HOP was admitted a PARTNER in our Firm on the 22nd day of January, 1879.

MAN FOOK SING HONG, 60 and 62, Bonham Strand.

Hongkong, June 6, 1879. jn6

O. L. THEVENIN,

WINE AND SPIRIT MERCHANT.

BORDEAUX, BOURGOGNES AND CHAMPAGNES of the best quality.

PINAUD'S PERFUMERY.

ANTOINET'S INKS.

FRENCH BOOTS AND SHOES.

&c., &c., &c.

Hongkong, June 6, 1879. jn20

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:

GOLDEN FLEECER, British barque, Capt. James Wiltshire, Vogel & Co.

ALEXA, British barque, Captain George Robb, Jardine, Matheson & Co.

VESUVIUS, American barque, Captain F. W. Call, Order.

JOHN R. STANHOPE, American barque, Capt. H. G. Pillsbury, Arnold, Karberg & Co.

KROELSTON, American barque, Capt. D. B. Eddy, Captain.

HAWTHORN, British barque, Captain C. Mead, Wieler & Co.

ECHO, British barque, Captain G. W. Tozer, Arnold, Karberg & Co.

BRUNETTE, British barque, Capt. Wm. Dow, G. R. Stevens & Co.

MIRIAM, American barque, Captain A. H. Parker, Adamson, Bell & Co.

SHIPPING.

ARRIVALS.

June 6, Volga, French steamer, 980, Rolland, Yokohama May 31, Mails and General.—MESSAGERIES MARITIMES.

June 6, 2 a.m., Pernambuco, British steamer, 642, Hyde, Saigon June 1, Rioh.—MELOERS & Co.

June 6, Hualia, Spanish schooner, 198, J. Yturbe, Sual May 25, Sapanwood.—REMEIOS & Co.

June 6, Scotland, British steamer, 1190, Wm. Atkinson, Saigon June 1, Rioh.—RUSSELL & Co.

June 6, Emuy, Spanish steamer, 227, Blanco, Manila June 3, General.—REMEIOS & Co.

DEPARTURES.

June 6, Perla del Oceano, for Sooloo.

6, Electra, for Shanghai.

6, Chamron Kamrya, for Bangkok.

6, Brisbane, for Foochow.

6, Conquest, for Hoibow.

6, Aurora, for Bangkok.

6, Cheong Hock Kien, for Swatow.

6, Fei Zuo, for Swatow.

CLEARED.

Charlton, for Biogo.

Adria, for Singapore.

Yotung, for Swatow.

Chinkiang, for Canton.

Allegro, for Manila.

City of Santiago, for Hankow.

Wrecker, for Swatow.

Julia A. Brown, for Nagasaki.

Anna Bertha, for Chefoo.

Florence Nightingale, for Tientsin.

PASSENGERS.

TO DEPART.

Per Charlton, for Biogo, 1 Chinese.

Per Adria, for Straits, 180 Chinese.

SHIPPING REPORTS.

The British steamer Pernambuco reports: Variable winds throughout with heavy N.E. sea from Paraicos to port.

The British steamer Scotland reports: S.W. winds and rain up to 3 p.m. yesterday; last 24 hours fine weather with variable winds.

The Spanish steamer Emuy reports: Nasty squally weather for the first 2 days and afterward fine weather, up to arrival.

CARGOES.

Per S. S. Belgic, sailed 31st May, 1879:—For Yokohama, 5,316 bags Sugar, 587 bags Beans, 608 pigs Lead, 20 flasks Quicksilver, 309 pigs Iron, 2,125 pkgs. Merchandise, and 13 boxes Treasure (\$50,000); for San Francisco, 3,200 bags Rice, 947 bags Gunnies, 3 bales Raw Silk, 4 cases Crude Oil, 3 cases Silk, 45 pkgs. Tea, 1,280 pkgs. Merchandise, 27 boxes Prepared Oil, and 1 box Treasure (\$500); for La Libertad, 1 case Flour Silk; for Callao, 7 boxes Malva Oil, 5 boxes Silk, and 21 boxes Merchandise; for Boston, 37 pkgs. Tea; for New York, 4,349 pkgs. Tea.

Per Lombardy, sailed 3rd June, 1879:—To London: from Canton and Macao, 11 half-chests and 35,445 boxes Tea, containing 235,676 lbs. Congou, 411,684 lbs. Sc. Opeo, and 72,008 lbs. Sc. Or. Pekoe; from Canton, 156 bales Raw Silk, and 16 cases Silk Piece Goods; from Amoy, 1,291 half-chests and 100 boxes Tea, containing 65,156 lbs. Oolong; from Shanghai, 43 bales Raw Silk, and 28 bales Waste Silk; from Japan, 71 bales Waste Silk;—To Continent: from Canton, 260 bales Raw Silk, 1 case Silk Piece Goods, and 60 bales Cocoon; from Shanghai, 151 half-chests and 630 boxes Tea (particulars unknown), and 68 bales Raw Silk.—To New York: from Shanghai, 109 bales Raw Silk.

POST OFFICE NOTICES.

MAILS will close:—

For HANKOW.—Per City of Santiago, at 11.30 a.m. To-morrow, the 7th Inst.

For HOIHOW and PAHOI.—Per H. C. M. S. S. An-lan, at 9 a.m., on Sunday, the 8th Inst.

For SAIGON.—Per Feneo, at 9 a.m., on Sunday, the 8th Inst., instead of as previously notified.

For SWATOW, AMOI, & FOOCOW.—Per Douglas, at 8.30 a.m., on Sunday, the 8th Inst.

For NINGPO & SHANGHAI.—Per Amoy, at 1.30 p.m. To-morrow, the 7th Inst.

For PORT DARWIN, COOKTOWN, SYDNEY, & MELBOURNE.—Per Athol, at 3.30 p.m., on Tuesday, the 10th Inst.

MAILS BY THE FRENCH PACKET.

The French Contract Packet Tigre, will be despatched on TUESDAY, the 10th June, with Mails to and through the United Kingdom and Europe, via Naples, to Saigon, Straits Settlements, Batavia, Borneo, Ceylon, India (via Madras), Australia, New Zealand, Tasmania, Fiji, Aden, Seychelles, Réunion, Mauritius, Suva, and Alexandria. This is the best opportunity for forwarding Correspondence to E. Africa, the Cape, St. Helena, and Ascension.

The usual hours will be observed in closing the Mails, &c.

MAILS BY THE TORRES STRAITS PACKET.

The Australian Contract Packet Bowen, will be despatched from Hongkong, on THURSDAY, the 12th Instant, with Mails for Singapore, Thursday Island, Cooktown, Cleveland Bay, Bowen, Keppel Bay, Brisbane, Sydney, Tasmania, New Zealand, Fiji, and Melbourne.

Correspondence can be Registered till 1.15 p.m.

The Mails will be closed at 1.30. Supplementary mail on board with 15 cents late fee till time of departure.

Correspondence for Southern and Western Australia can be sent by this route if desired, but as a general rule it is better to send it via Galle.

Hongkong, June 4, 1879. jn12

MAILS BY THE BRITISH PACKET.

The British Contract Packet Zambesi, will be despatched on TUESDAY, the 17th Inst., with Mails to and through the United Kingdom and Europe via Brindisi or Southampton; to the Straits Settlements, Batavia, Borneo, Ceylon, India, Aden, Egypt, Malta, and Gibraltar.

N.B.—This Packet carries no mails for the Australian Colonies, E. or S. Africa, nor for Mauritius.

MAILS BY THE UNITED STATES PACKET.

The United States Mail Packet City of Peking, will be despatched on WEDNESDAY, the 18th Inst., with Mails for Japan, San Francisco, the United States, Canada, Honolulu, Peru, &c. which will be closed as follows:—

2.15 P.M. Registry closes.

2.30 P.M. Post-Office closes, but Letters (except for Non-Union Countries) may be posted on board the Packet with Late Fee of 18 cents extra Postage until the time of departure.

Correspondence for Non-Union West Indies (except the Bahamas and Hayti), Monte Video, Paraguay, and Uruguay cannot be sent by this route.

Hongkong, June 5, 1879. jn18

HOURS OF CLOSING.

THE CONTRACT MAILS.

The following hours are observed in closing Mails, &c., by both the British and French Contract Packets:—

Day before departure.

8 a.m.—Money Order Office closes; Post Office closes except the Night Box, which remains open all night.

7 a.m.—Post Office opens.

10 a.m.—Registry of Letters closes. Posting of all printed matter and patterns closes.

11 a.m.—Mails closed, except for Late Letters.

11.10 a.m.—Letters may be posted with Late Fee of 18 cents until

11.30 a.m. when the Post Office closes entirely.

11.40 a.m.—Late Letters may be posted on board the packet with Late Fee of 18 cents until time of departure.

MEMOS. FOR TO-MORROW.

Shipping.

Heperia leaves for Biogo.

2 p.m.—Amoy leaves for Ningpo, &c.

5 p.m.—Emuy leaves for Manila, &c.

General Memoranda.

SUNDAY, June 8:—10 a.m.—Douglas leaves for Coast Port.

TUESDAY, June 10:—Noon.—French Mail leaves for Ports of Call and Europe.

4 p.m.—Athol leaves for Port Darwin, &c.

THURSDAY, June 12:—2 p.m.—Bowen leaves for Singapore, &c.

3.30 p.m.—Sale of Valuable Land, &c., at the Marine House.

FRIDAY, June 13:—9 p.m.—Meeting of St. John's Lodge.

TUESDAY, June 17:—Noon.—English Mail leaves for Ports of Call and Europe.

WEDNESDAY, June 18:—3 p.m.—American Mail leaves for Yokohama and San Francisco.

TUESDAY, July 1:—3 p.m.—Occidental & Oriental S. S. Co.'s Steamer leaves for Yokohama and San Francisco.

THE HONGKONG DISPENSARY.

Established A.D. 1841.

香港大藥房

A. S. WATSON & Co.,

FAMILY & DISPENSING CHEMISTS.

WHOLESALE AND RETAIL DRUGGISTS.

IMPORTERS

OF

DRUGGISTS' STORES, NURSERY REQUISITES, TOILET REQUISITES, ENGLISH, AMERICAN, AND FRENCH PATENT MEDICINES.

MANUFACTURERS

OF

Soda Water, Lemonade, Tonic Water, Gingerade, Potass Water, Sarsaparilla Water, and other Astringent Waters.

The Manufactory is under direct and continuous European Supervision.

Hongkong, June 1, 1876.

BIRTH.

On the 23rd May, at No. 50, Main Street, Yokohama, the Wife of F. O. FROONER, of a Son.

DIED.

At H. I. G. M. Hospital, Yokohama Bluff, on the 25th May at 11.15 p.m., E. L. E. McMAHON, aged 37 years.

The publication of this issue commenced at 6.50 p.m.

THE CHINA MAIL.

HONGKONG, FRIDAY, JUNE 6, 1879.

We have frequently dwelt upon the honesty of the passenger traffic between China and Honolulu, and advocated the encouragement of the trade from this Colony. It is a pity that the port should be deprived of any trade that is honest, and regret will, we feel sure, be general that H. E. the Governor did not so represent this matter to the Colonial Office authorities as to disabuse the minds of the Downing Street directors of affairs of certain erroneous impressions. Not very long ago we noticed the curt manner in which the authorities here appeared to go out of their way to demand and obtain a bond from certain foreign steamer-owners resident here, to the effect that they would not engage in this passenger traffic at any of the ports of China; and now we learn that the trade is being carried on from Whampoa to Honolulu direct. Under present circumstances, it is pretty certain that emigration of a doubtful kind would not be permitted at Whampoa; but owing to the extreme nature of the opposition offered by Mr. Hennessey to this legitimate traffic, the promoters have been driven to that port from the "free port" of Hongkong. It is said that the steamer Casandra left Whampoa a few days since for Honolulu, with nearly five hundred Chinese passengers on board, many of whom were from Macao and Hongkong. The barque Malvina is on the berth, and will probably take nearly three hundred more; while doubtless numbers of foreign vessels will leave for the prosperous shores of the Sandwich Islands during the season. In these dark times it will seem a mystery to many that a sentimental view of this harmless trade should have deprived the Colony of the advantage derivable from its presence here. Surely the authority of the British Consul, of the merchants on the spot, and of Chinese themselves who have settled here, backing their representations by remittances of honestly-earned hard cash, are worthy of some consideration. We are altogether at a loss to discover the sound reason usually discoverable in an Imperial policy which places restrictions upon legitimate commerce. There may have been some excuse for nipping the Peruvian scheme in the bud, because there had undoubtedly been cause for imperative opposition to the old traffic, as every body well knows; but we have taken considerable trouble to verify the foreign and native views of the honesty of the Honolulu passenger trade, and have no hesitation in saying that the authorities here and in England have been either misled

or that the prohibition has been unfortunately included in the general and sweeping prohibitory rule,—that no Asiatic can be permitted to take passage to a labour market that is not directly under the jurisdiction of England, except to California. The German Consul (Baron Soden) may be congratulated upon his energy and enterprise in attaining his object, by opening up the channel through which the passenger traffic may now flow unobstructed to the Sandwich Islands; but it will ever remain a puzzle why the authorities here, whose duty lies more in the direction of fostering trade than in that of stopping imaginary abuses, have permitted this good thing to pass, or have rather expelled it, from our somewhat impoverished shores. We have no doubt but the Chinese who expressed so earnest a desire to take passage for Honolulu will now regard the Government of Baron Soden as benefactors unmoved by the questionable representations of interested parties.

CHINESE NOTES.

Whenever a Chinese official arrives at his post, all the subordinate officials under him who cannot present themselves personally must each of them address to him an adulatory address of congratulation (賀奠). They must at the same time time apologise for not appearing in person, and must hand in a statement of their official career from the time they first entered the service. When in addition to discharging his own duties a Governor-General acts as Governor, or a Governor as Governor-General, he must address copies of all important despatches to himself in one capacity to himself in the other, so that the archives may be complete for his successor.

From a recent Peking Gazette it will be seen that the lowest officers in the Province may address the Emperor through the Board of Historiographers. In this case Kung Yung, on trial as officer of the inferior ninth rank, addresses the Emperor at length upon the subject of foreign dredges, the Great Canal, the Shanghai river, &c., &c.

A curious custom prevails in China of making presents of a palm-leaf fan, 100 snah, and two small leaves of bread to each prisoner summoned before the Governor of a Province to confess his crimes in anticipation of the autumn assize. Last week the Canton Gazette contained the following notice, "His Excellency the Viceroy and Acting Governor Lau examined 34 desperadoes brought before him for review by officers from one of the distant magistracies. After being examined the prisoners were made to stand to the east and west, and were presented with the regulation cakes, fans, and money."

The Great Canal is said to have been made by the order of 至元 or Kublai Khan.

The 題本 [Mayer's Manual No. 190]

may be compared with the 詳文 of subordinate officials. The 奏文 have been compared by a competent Chinese informant to the 稟 of the same officers. The 奏 are taken to the 奏事處 [Manual No. 109], and are opened by the Emperor or the

loc, 30 lay days, \$2,950 a \$2,650 respectively.
Henrik Isen, 7,200 piculs, Taiwanfoo, Amoy, Tientsin, Newchwang, Amoy, 32 lay days, 45 cents picul.
Francisco, 9,000 piculs, Newchwang and back, 25 lay days, \$1,975.
Anna, 6,400 piculs, Choofoo and back, 22 lay days, \$1,425.
Hermann, 5,400 piculs, Taiwanfoo, Newchwang and Amoy, 25 lay days, 21 cents per picul.
Androklos, 9,600 piculs, to Newchwang and back Amoy, 23 lay days, 21 cents per picul.
Harmonie, 5,200 piculs, Taiwanfoo, Tientsin, Newchwang and Amoy, 30 lay days, \$2,660; or if to Hongkong, \$3,310.

A CLERGYMAN, formerly of Shanghai, writes as follows, to a Shanghai paper, from Salt Lake City, Utah, March 31st:—

There is no breaking up or disintegration of Mormonism, as was expected would be the case on the demise of Brigham Young. On the contrary, the body of the people seem more persistent and fanatical than ever, presenting a solid and compact front toward all aggressions. Polygamy is probably on the increase, and the laxity of views in regard to marital relations is such that it is already producing a terribly demoralizing effect upon the community. It seems as impossible to produce any effect upon the adult population by Christian teaching as in China. Our only hope lies in schools, in training the young people to a sense of a higher and nobler social life. There are now above 1,500 children in the mission schools in the territory, and in ten years this will have a sensible influence in leaving the masses.

Our Straits contemporary discourses thus sensibly on the "chit" system:—

We have often commented in these columns upon the miscellaneous chit system, and suggested how easily it might be abolished if the principal hotel proprietors and others would only combine with that object. The hotel proprietors themselves say that they lose hundreds of dollars through having to give credit, and they would infinitely prefer cash payments; yet the evil practice goes on. We have heard a well-known hotel manager say that if he only got ready money for all refreshments supplied he could afford to make a very appreciable reduction in his charges. Hence it is clear that the honest man has to pay for the mean swindler who will not pay his chits. We have reason to believe that a proprietor who has recently been compelled to put up his shutters has had chits to an almost incredible amount on his hands, and from this circumstance, we can only infer that there cannot be a proper understanding amongst the various hotel proprietors. We are sure that the public would gladly put up with the trifling inconvenience of carrying a few dollars about if they knew that they would be charged a good deal less by paying cash. Seeing, too, that the hotel proprietors of another Eastern port have, by their concerted action, successfully put a stop to this bad practice, we hope that ere long their example will be followed by their brethren in Singapore.

The Japan correspondent of the *Daily News* writes as follows on the Police of Japan:—

Japan wants to have a Prefecture of Police according to the French model. Eight police magistrates have been sent from the Far East to study the Prefecture now directed by the most thorough Frenchman in mind, intellect, and manners, M. Louis Andrieux. M. Caubet, the successor of M. Ansart, as Chef de la Police Municipale, and M. Naudin, whose experience in police affairs is great and varied, took them through the offices, depots, and the building in which the secret agents of a low class are in waiting day and night, and ready to assume any disguise which may facilitate the missions they are directed by their chiefs to accomplish. The Far Eastern emissaries were very curious to penetrate the mysteries of the most mysterious department of the French Civil Service. As they came in the name of a friendly Government, and backed by diplomatic recommendations, their curiosity was satisfied, though I suspect the Isis was not unveiled enthroned in the Prefect's cabinet, where great personages often make lurid denunciations. It would be curious if Japan hereafter produced a tribe of Fouchés, Canlers, Vidocqs, Pietris, and Lagrègues. One of the visitors was asked why he and his colleagues did not go to Germany to study Prince Bismarck's police. He replied, "Mon Dieu; wherever Prussian fashions penetrate French ideas come along with them. I never heard of anybody wearing a German bonnet. At Tokio the Japanese magistrates dress like French citizens." The Japanese were charmed with the amenity and wit of M. Andrieux, who in conversation has the incisive style of Rochefort, without any of his gall or Bohemianism.

Trials are being conducted at Marseilles, and will afterwards be repeated on the Rhone, of a steam vessel on an entirely new principle, propelled without either screw or paddle-wheels, the peculiar utility of which, if it answers expectations, is for River work. The invention is said to be that of an American engineer, and the steamer is already reported to have made ten knots an hour. The following account is from *Gagnani's Messenger*:—

The craft is of the dimensions and form of an ordinary tugboat, and is worked by means of a steam-pump of 16 horse-power, with a horizontal tubular boiler. The pump is of enormous power, and draws in considerable quantities of water, which by the force with which it is expelled against the sea at the stern, sends the vessel forward. The ship is furnished with two pairs of tubes, the one acting at the stern and the other at the bow. During the ordinary progress of the boat those in front are closed by stop-cocks; but if occasion arises for making the steamer retrograde, the after tubes are closed, and the others are opened. The water to supply the pump is taken from the sea alongside, but that communication can also be closed, and a system of barrels filled with water is provided in the hold to supply the pump in case of any emergency. With this invention, it is said that no vibration is produced, and the machine can easily be transformed into a fire engine by the addition of a suitable supply of hose. Moreover, it can readily be used to prevent another vessel

from sinking when water-logged or leaking, by taking tubes to supply the pump to the ship in distress, and utilizing the water it contains as the means of propulsion, while at the same time, towing the disabled craft. The pipes for the ejection of the water are fixed in a direction parallel to the keel, and when at work in no way interfere with the action of the rudder, simply moving the vessel on its course by the resistance the water-ejected meets with from the great mass of the surrounding sea.

THE manufacture of silk in France—it is urged by the Lyons Committee of the Free Trade Association, who have just issued a declaration, signed by the presidents of the silk merchants, dyers, colonial wares chemists, &c., wines and other trades societies—directly and indirectly furnishes, with its annual produce of nearly 600,000,000 francs, two-thirds exported to foreign countries, subsistence to more than a million persons. This large and important manufacture would be the first to be sacrificed by an anti-economic and retrograde revolution. With the silk manufacture are the interests of the dyers, chemists, and vine-growers, who all, moreover, seek cheap food for their numerous operatives. The signers of the declaration demand the continuance of the treaties of commerce with the lowest possible tariffs for the longest possible duration, so as to assure the international security and permanence indispensable to it.

THE Postal authorities at Calcutta are determined, so far as possible, to lessen the Sunday labour in their Department, but there seems to be some difficulty with regard to the closing of the English Mail:—

There has lately been entered into a new arrangement for the conveyance of mails between India and England. One of the conditions of that arrangement is that the mails are still to be delivered in London on each Monday, as heretofore, though the letters are to be accelerated en route, so as to gain a considerable time on the whole transit. This, of course, involves the postponement of the despatch from Calcutta and other places, so that letters may reach Bombay for shipment on a later date than hitherto. The gain on transit is not sufficiently great to admit of the Calcutta mails being made up on Mondays; and Saturday, besides being too near the present day of despatch, is almost a *die non* in the commercial community. In the ordinary course of things, Sunday must be the day for closing the mail in Calcutta; and we are at least curious to see how this matter will be dealt with. The Chamber of Commerce, the Trades Association, and the general public are concerned in the arrangement; and if it be not too late to meet the public requirements, steps should be taken to minimise the inconvenience as far as possible, or to make another arrangement that would be more convenient to the public, and at the same time render possible the relaxation of Sunday postal labour which it is desired to inaugurate.

Police Intelligence.

(Both Magistrates Sitting.)

Friday, June 6th.

FURIOUS DRIVING.
 Ng Asam, a coolie, was charged by the Captain Superintendent of Police with furiously driving a stone-truck along the Queen's Road East. The defendant and other men set up a howl, and dragged the truck along as fast as they could, frightening complainant's horse. The truck was also on the wrong side of the road. Defendant was fined 50 cents for disorderly conduct.

DETHES.
 John Francis, a British ship Al-leppo, was charged with being drunk and disorderly in a brothel at East Street, and assaulting P. C. Smith, No. 87, whilst in the execution of his duty. Mr. Creagh fined him \$3; in default 7 days' imprisonment.

Samuel Williams, and Richard Boyce, firemen British steamer *Agave*, were fined 50 cents each for being drunk and refusing to pay their hire, and were further ordered to pay thirty cents amends to the chair coolies.

DARING ROBBERY.
 U A Kit, a coolie, was charged with stealing a purse containing \$4.31 from the person of Mrs. Call, wife of Captain Call. Complainant stated that she was in the Ching Cheung Jeweller's shop, Queen's Road, and had a purse containing about \$5 in her pocket. She had occasion to move it to get at a ring which was also in the purse, and she laid it on the counter. There was a crowd of men standing outside the shop, and as she had been robbed once before of a pocket book, she replaced the purse and retained hold of her dress pocket as she left the shop. As she left the shop she felt a hand come in contact with hers, and the defendant immediately ran off. She followed, calling out "thief," and her husband joined in the chase.

Captain Frank William Call gave corroborative evidence. He caught the defendant in a Parson's shop at Peel Street. The purse was found by the shop-keeper thrown under a bed in the shop.

Defendant admitted the charge, stating that he was induced to commit the offence by another man.

Mr. Creagh's note to him to six months' imprisonment, the first and last fourteen days in solitary confinement, the rest with hard labour, and, further to be exposed in the stocks for six hours on the day previous to his release from gaol.

ANOTHER "G-KELING HELL."
 Ip Ayan and six other men were charged with being found in a public gambling house No. 268, Queen's Road West. The defendants made the usual excuses to account for their presence there. First defendant was fined \$200 in default six months' hard labour; sixth defendant \$50 or three months' hard labour; others one dollar or seven days' hard labour.

(Wong Sing Ki), and one Fat Ahim who had known him for three years. The last witness said that he could identify every one of the plates. He had been on board the junk himself, and second defendant said he was going to buy salt to bring home, but when they got to Show-ke-wan he had not enough money to pay for an anchorage pass. Witness got suspicious and left the junk.

The case was further remanded till Thursday next, the 12th June.

THE ASSAULT ON BOARD SHIP AT AMOY.

Peter Nelson, second officer of the British barque *Parmeno*, who had been committed for trial on a charge of assaulting a seaman named Lam A Sul on board the ship, by striking him with a "capstan bar," was again brought up, the case being reopened for the evidence of the man who was assaulted. This evidence was corroborative as regards the nature of the assault, but the man said that defendant had always treated him and the rest of the crew with great kindness. He admitted that he had a knife in his hand and another round his neck, and that as he ran towards defendant the hand in which he held the knife was upraised.

Dr. Ayres gave evidence as to the nature of the wound, which he said was a very dangerous one. It was possible, he said, that the man still suffered pain from the injury, it might wear off in time. The skull had been permanently injured, however, and a slight injury in that region might endanger his life.

The case was again committed for trial.

SUPREME COURT.

IN ORIGINAL JURISDICTION.

(Before His Lordship the Chief Justice.)

Friday, June 6.

LO HOK PING V. PANG AHIM, AND CROSS-ACTION.

The first two days' proceedings in above-named case, and the cross-action have been already reported. Lo Hok Ping, complainant of the Hongkong and Shanghai Bank, sued Pang Ahim, better known as Hing Kee, Commissariat comprador, lessee of the Hongkong Hotel & Co., for the specific performance of a contract by which the latter purchased the premises and plant of the Oriental Sugar Refinery of this place, for \$170,000, of which \$20,000 had been paid. A cross-action was brought for the refund of the \$20,000, and another \$20,000 damages alleged to have been caused by the failure of Lo Hok Ping to give a good title and carry out the contract.

Mr. Haylar, instructed by Mr. Johnson of Messrs Sharp Toller and Johnson, appeared for the plaintiff (Lo Hok Ping); the Acting Attorney General (Mr. Russell), instructed by Mr. Denny, appeared for the defendant.

Mr. Russell having concluded his speech, which is mainly reported in our last issue, (referring principally to cases in the books bearing on the points on which he had before argued), called the following evidence for his client, Mr. Pang Ahim.

Pang Ahim:—I am generally known as Hing Kee and am a partner in the Hing Kee firm. I am the Commissariat comprador, and one of the lessees of the Hongkong Hotel. Some time ago I was taking steps to establish a Sugar Refinery. I had got out plans from England, and had bought land (Howard's lot) at West Point, for \$95,000 to establish one there, paying bargain-money in September last. The plans had gone to England for the machinery, and I had engaged one Mr. Munro, to whom I had been paying \$100 a month for superintending the preparation of the machinery, and its shipment. I have already paid \$1000, and there is more due. Early in October last Ng Chee Um, who is the manager of the Shang Tai Bank and manager of Lo Hok Ping's business came to me, and after conversation with him we went to Lo Hok Ping. Xu Li Un came to see me several times after this. He is one of the managers of the Wing Tong Hing; Lo Hok Ping is master there; Ng Chok Chee was connected with it. Our negotiations led me to give up the idea of carrying out my own works and agreeing to take over the Oriental Sugar Refinery for \$170,000; the whole value was \$10,000 more; but that difference was to stand against the Swatow branch. I consulted my partner. They pressing me for \$20,000 as an advance, I told them I was getting up shares, and mentioned several subscribers' names. I agreed to pay that sum. Lo Hok Ping, Wong Chee Him, and Yu Li Un went with me to Mr. Wotton. I told Mr. Wotton, through Xu Li Un, what I wanted. He, Li Un, had with him, written in English, the basis of an agreement. It was agreed that this should be drawn up and signed three days afterwards. I saw Mr. Toller in the interval, and Xu Li Un speaking to him. Asking if they were talking about the Sugar Refinery, they said they were. This was in the outer office; I went into the inner office and saw Mr. Sharp; and then I left. I signed the agreement in Mr. Brereton's office on the 26th October; I had paid the \$20,000 to Mr. Wotton on the 28th same month. The money was made up in this way, \$4,000 from Shui Sheng, Li Kum and Wing So as a subscription to the Company; \$2,000 from a Canton subscriber, \$4,000 of my own, and the other \$10,000 by direction of Lo Hok Ping from the Sun Cheong Bank. Wong Chee Him told me I could have that money, and the money was brought a quarter of an hour afterwards. I gave a promissory note for the money; by that I am still bound. It was then understood that 12 per cent interest was to be charged, but 15 per cent is now being charged. On returning from Canton, where I had been on a visit, I ten days before the sale, saw the advertisement of it. A week or eight days before the sale date I saw Lo Hok Ping. On my asking why the Refinery was to be put up to auction, he said it would be difficult for me to get the shareholders to come in. He further said: "I don't know how it is." I went to see him again on the morning of sale-day, but on my sending up a message he sent word that he had no time to see me. After the sale, I met on the street Mr. Johnson, who asked me why I did not go to the auction. I asked who bought it. He said: "Nobody. You must have bought it." Xu Li Un came to me next day and said:—"Now, consider it as yours." I said:—"Is it so? Many people would like it." My last remark was sarcastic. He said my answer was too bitter. took a cup of tea and went away. (Mr. Haylar suggested as the proper interpretation of the bitter answer, our vulgar "Don't you wish you may get it?" Up to the time of the auction I was in a pre-

tion, monetarily, to carry out the contract; after that people held off from the scheme. Court adjourned for fifteen minutes after one o'clock.

Pang Ahim, examination continued, at 2.30 after till, said:—I understood that I was to get the building, the machinery, the Hong and the Patent, on paying \$20,000 down. I got a letter from Mr. Sharp on Monday night, and on Tuesday I went to his office. On finding I could not get advice from him, I went to Mr. Denny's.

By Mr. Haylar:—I paid the \$20,000 by a cheque on the Hongkong and Shanghai Bank, which I gave to Lo Hok Ping in presence of Mr. Wotton. The cheque (produced) is dated 26th October; and is payable to Lo Hok Ping. My clerk wrote the cheque. I took the cheque with me to Mr. Wotton; I cannot explain how I said I paid it on the 23rd; it may have been the 26th. I took the \$20,000 in cash to Mr. Wotton, but as the agreement was not then ready I took away the money and paid it into the Hongkong and Shanghai Bank to my own credit. On the 26th this cheque was drawn; I signed it and placed it on Mr. Wotton's table.

Is your own real reason for refusing to complete this contract that you have not got the money?—No. I am not going to play with a matter of this kind—\$20,000.

The Chief Justice reminded him that it was a matter of \$170,000.

Have you the money or the credit at the present moment of \$170,000?—If we had opened this Company (interrupted).

On the Monday after the sale, had you this money or credit for it?—No.

Did you not buy this as a sheer speculation?—I was almost sure the Company would be started.

Had you the names down?—The people I spoke to promised, but did not subscribe their names; I had an advance from one of them.

Had you the names written with so much against each name?—No.

Witness continued:—I went to my lawyer on account of the letter. I did not go to get up a defence. I first asked Mr. Sharp to take care of my interests. He did not undertake that. I left it entirely to Mr. Wotton to take care of my interests. I could not read the bill of sale, but a Chinaman (one of Mr. Caldwell's men) explained the purport of it to me. In January, before the proceedings in bankruptcy were taken, there were not any grave doubts as to whether I could carry out the contract. I did not tell Lo Hok Ping early in January that I had doubts about the money, but I told him that people said I should not get the patent, and that, if that were so, I should not be able to get the people who had promised to become shareholders to come forward; very likely they would shirk it. I did not say that the Chinese had a great objection to having anything to do with Mr. Smith. I certainly don't like Mr. MacGregor Smith myself. I don't like the look of him. I am frightened at the very sight of him and Mr. Kiser. (Laughter.)

The Chief Justice: We had better clear this up? Had witness a chancery suit with Mr. Smith?

Witness: Yes.

The Chief Justice: That accounts for it.

Mr. Russell: It never came to anything.

The Chief Justice: The more reason he should not like Mr. Smith.

Mr. E. Sharp:—I am a member of the firm of Sharp, Toller and Johnson. We are solicitors for Lo Hok Ping; and have been since October last. Pang Ahim came to me, and under his instructions, I hastily prepared the document "U" (the articles of association); it is stamped January 17th; I believe the document was prepared on the previous day.

The Court adjourned till 10 a.m. to-morrow, when Mr. Russell will sum up for the defendant.

CORRESPONDENCE.

To the Editor of the "CHINA MAIL."

Hongkong, June 6.

SIR,—Looking to the facts elicited in the Marine Court, the other day, in the case of Captain Walker (late of the S. S. *Norma*) who charged several of his crew for mutinous conduct, in my mind, and in the minds of many ship-masters, there rests not the shadow of a doubt that the crew did disobey orders, and were in a mutinous state when the vessel was on shore at Hainan. However, Captain Walker has brought much of the trouble on himself; as he used to make confidants of the several men he charged with mutinous conduct, so in the natural course of events, when everything was not going pleasant they rounded on him, thinking, of course, they were indispensable and had a right to have a say in the conduct of the ship, because their owner is a Chinese. It is well-known that a Chinese ship-owner would not employ a European in any of his vessels but for two things, viz:—(1) that the English law compels him to carry a certificated master and officers; and (2) the knowledge that Chinese would neither go as passengers nor give him an ounce of cargo unless he had an European in command. Much, then, of the out-crop of this row on board the *Norma* has arisen through their not having an European engineer on board but only a Chinese fitter, as I take it. What authority has the Harbour Master to allow a steamer of 800 tons register, to leave Hongkong for a foreign port, (Sagien), with a Chinese fitter in charge of a pair of engines of 200 H.P., and with from 80 to 85 souls on board? In Singapore, Penang, Rangoon, Calcutta, and Bombay every steamer of less than 80 H.P. carries one certificated engineer, and those of 80 to 100 H.P. two certificated engineers. Captain Ellis, Master Attendant of Singapore, I see, sets up to the letter of the law in compelling the ship-owner to comply with the provisions of the Ordinance. How comes it that so much latitude and leniency is accorded to Chinese ship owners at Hongkong? Why is the difference so marked in this little out-of-the-way Colony? There must be something rotten in the Harbour Master's Department, some laxity in carrying out the Law, that requires to be looked into. The present state of things should not be allowed to continue. There are a score to take it mildly) of engineers unemployed here. They have spent time, and money by compulsion, to put themselves into a legal position to earn their living; they are compelled to pass two examinations and to pay such fees. These men are being unjustly treated if the law is evaded, and Chinese fitters are, as Chief Engineers, put into the billets that trained men should legitimately hold. If this direct contravention of all sound principle and law is to be allowed on the part of the Chinese, European owners may be excused (although we have heard of no case of the kind) if they attempt to evade the law on the same point. The matter of insurance or non-

insurance has nothing whatever to do with it, and the Government ought to let the Chinese know this.

A MASTER MARINER.

Japan.

(Gazette.)

The City of Peking is said to have taken four hundred and sixty articles for the Sydney exhibition, valued at 33,174 yen.

We regret to learn that the German brig *Otto* was wrecked on the coast of Yesso on the 22nd instant. The German Consul has received a telegram announcing that all hands were saved.

The British schooner *Orinoco* is loading sugar at Takao for this port (26th).

The British barques *One*, *Sir Lancelot*, and *Wandering Minstrel*, are still lying at the outer anchorage, wind-bound (29th).

The American clipper barque, *Fred. Z. Litchfield*, Capt. Spalding, will sail for Nagasaki to-morrow, May 30, having been chartered to load coals at that port for Hongkong.

We learn that the Tategami dry dock at Nagasaki, which has been in course of construction for at least five years, is now completed, and that the formal opening took place on the 21st instant in the presence of the Minister of Public Works, the local Governor, and other influential persons.

The *Hochi Shinbun* announces that the German Prince will remain in Tokio for a period of three weeks, during which he is expected to visit Yenchowin and the ancient capital, Kamakura.

(Mail.)

We learn that the O. & O. steamer *Gastie* left San Francisco on the 16th instant, and may be looked for here about the 8th June.

The *Glenorchy* and *Gordon Castle* are taking in tea for New York.

The O. & O. S. Co. have chartered the American barque *Frank Marion*, for San Francisco, and are taking through Teas, to be forwarded by overland Rail to Eastern States, at 24 cents per lb.

The *Zingra* has been sold for the handsome price of \$1,700 yen, she has been re-christened the *Shimo Maru* and will hereafter be chiefly employed in carrying timber for the Forest and Woods Bureau.

The S. S. *Broomhirst* left for Yokohama on Friday morning. She goes down to discharge a large boiler for one of the *Mikasa* Bishi steamers; she will also be docked, as some repairs to the propeller are necessary, she will proceed thence to Kobe.

H. I. G. M. S. *Prins Adalbert*, Captain Maclean, arrived last evening from Honolulu. She saluted the Port and the French and American Admirals, which compliments were duly returned. His Imperial Highness Prince Albert William Henry is one of the officers on this fine vessel. The Prince is the second son of Prince Frederick William Nicholas Carl, Crown Prince of the German Empire, and Princess Victoria Adelaide Mary Louise, Princess Royal of Great Britain and Ireland. The Prince is in his seventeenth year. As it is customary in the Imperial household of Germany to choose the profession of a Prince on his tenth birthday, he was entered for the naval profession on the 14th August, 1872, at which time he also received his first decoration. Having received his education in the Naval Department of the College at Cassel, he was appointed to his ship and having passed the necessary examination he was afterwards appointed one of the officers of the *Prins Adalbert*. He is accompanied by his tutor Baron von Seckendorff. The future movements of the prince are not yet determined. The sudden death of his younger brother Prince Waldemar, has thrown a gloom over what would otherwise have no doubt been a very pleasant and interesting stay for him. We feel sure that every one in Yokohama will sympathise with him in his sad bereavement.

It is announced that Mr. Adolphus A. Amesley, late Vice-Consul at Higo, Japan, has gone to take up his appointment as Consul at the French colony of Reunion. The importance of this position is well known and needs no comment from us, we can only hope that the Reunionists will be satisfied at the mark of consideration bestowed upon them.

We regret to hear of the loss of the steamer *Great Republic*, formerly on the China and Japan line and lately owned in San Francisco. We hear she grounded on Sand Island, in the Columbia River, on the night of 19th April, while on her passage to Astoria. Every effort was made to get her off, but without avail. She finally broke up, thirteen lives being reported as lost by the accident. The wreck was sold at Portland, Oregon, on the 26th April, for \$1,280. The cargo went for \$4,500 to the same purchaser. There is some talk of an investigation into the cause of her grounding. It seems the pilot refused to go in her at first, and although he consented afterwards, there is a suspicion of foul play in the matter. We have not heard whether any active steps have been taken or not in the matter. The steamer was running in opposition to the Pacific Coast Steamship Co.

As Australia produces a large quantity of hides, and there are many skillful workmen in leather manufacture there, certain employees of the Leather factory of Issekutu, proceeded thither in company with the people connected with the Sydney Exhibition, in order to study the art of tanning. The authorities are said to be now engaged in making estimates of expenses for constructing a brick building 10,000 *tsubo* in extent, and a wooden building 7,000 *tsubo*, inside the castle in Tokio. What these buildings are intended for is not at present known.

It is said that the authorities of the Educational Department are about to address a memorandum to the Council of State, respecting the recent order prohibiting Government officials from giving lectures.

Kobayashi, a *Shizoku* of Yamaguchi Ken and another of Ishikawa Ken, who were arrested in December last year for attempting to assassinate H.E. Iwakura, the Vice Prime Minister, were, on the 2nd instant, deprived of the rank of *Shizoku*, and sentenced to five years' imprisonment.

As the powder magazine in Kabashi, belonging to the Military Department, is small and insufficient for the requirements, whilst that in Meguro, belonging to the Naval Department, being destitute of water supply, it is intended to establish a large powder magazine in Joshi, to be used jointly by the two Departments.

The man of-war *Tokyo Kan*, which had sailed for Korea some time ago, is reported to be now surveying the sea coast of that country.

It is said that a public race course has

been established behind the grounds of the Military College, at Toyama, Tokio, and races will in future be held twice a year. The ceremony of opening the course will take place shortly.

The Military Arsenal of Koishikawa, Tokio, which has been under construction since 1876, has recently been completed. It is said to have cost 860,000 yen.

The *Hochi Shinbun* of the 28th says that about 70 pieces of furniture were sent on board the man-of-war *Kongo Kan*, she will leave for Nagasaki to-day.

H.E. Yamao, the Senior Vice-Minister, and Mr. Otori, the 1st Secretary of the Public Works Department, in company with Mr. Mounsey (?) arrived in the town of Tsuboi, Sakushin on the 5th instant, and on the next morning they proceeded to inspect the coal mines of Hoyosan. Mr. Mounsey, who inspected the coal, reported that it was of best quality and predicted that the mines would prove valuable after about one year's working.

The coal mines in Kineshima Gori, Nagasaki Ken, have been producing daily about 150,000 *kin* of coal up to the middle of last month. But all the necessary machinery having now been provided, the mines are reported to be daily producing about 1,000 tons of coal.

Mr. Iwashashi, the Director of 44th National Bank who recently proceeded to Yesso, is said to have arranged the establishment of a branch Bank at Kolsakoff, Russia, for which purpose, certain members of the establishment will shortly proceed thither.

It is said that one Sekimizu Harukichi of Fukuoka, Minami, has invented an electric machine by means of which weak silk-worms, treated to a current, are made strong and healthy. He has already experimented with his invention in Kurumi Mura, and finding that it is just the thing required, has now applied for permission to vend it publicly. No doubt there will be a lively time among the poor worms and cocoons. The science of Electricity is indeed yet in its infancy.

The Shinto Seki Zensha (Vaccinating Society) have lately been presented by the Government with a handsome silver cup as an acknowledgement of their charitable services. During the month of February, the members of this Society vaccinated no less than 33,719 children in the Capital.

A fire broke out in Jogasaki Mura, Minami-Tanagari Gori, Mutsu, at 10 p.m. on the 2nd instant. As the wind was blowing strongly, it soon spread in all directions and in about three hours, 350 houses were entirely destroyed. Eight houses only in the village escaped destruction.

Negotiations are said to be in progress with Mr. Takashima, for the purchase, by a company of the inlet of Hirakawa, (the piece of water behind Takashimacho). It is proposed to fill up the inlet, by which an extent of 165,700 *tsubo* could be converted into rice fields.

The railway extension to Oita is progressing quite rapidly. The rails have been laid as far as Fukuoka, and since the 14th instant, ballast trains have been running between Kioto and that point.

Quotations.

Hongkong, June 6, 1879.

OPIMUM.—New Patna, cash...\$53 1/4

" Old " cash... 48 1/2

" New Patna, cash... 48 1/2

" Old " cash... 48 1/2

" New Patna, cash... 48 1/2

" Old " cash... 48 1/2

" New Patna, cash... 48 1/2

" Old " cash... 48 1/2

" New Patna, cash... 48 1/2

" Old " cash... 48 1/2

To Let.

TWO HOUSES, Nos. 29 and 31, HOLLYWOOD ROAD.
Apply to
J. J. dos REMEDIOS & Co.
Hongkong, May 9, 1879. jn9

To Let.

OFFICES, PRAYA CENTRAL, now occupied by Messrs NORTON & Co., with possession from 1st June next.
Apply to
RUSSELL & Co.
Hongkong, May 26, 1879. jn28

To Let—AT WANCHAI.

FIRST CLASS GODOWNS.
Goods of every description Landed and Stored.
For terms, apply to
LANDSTEIN & Co.
Hongkong, April 4, 1879. jn4

To Let.

QUART, ARBUTHNOT ROAD, at present in the occupation of Messrs GILMAN & Co. Immediate Possession, for four months certain, at a Rental of \$100 per month.
Apply to
STEPHENS & HOLMES,
Solicitors.
2, Club Chambers, June 5, 1879.

To Be Let.

(From 1st July, 1879.)

THE PREMISES, as at present occupied by Messrs LAMBERT, ATKINSON & Co.
Apply to
T. G. GLOVER,
No. 7, Queen's Road Central.
Hongkong, June 3, 1879.

To Let.

ON MARINE LOT No. 65, formerly known as the "Blue House," PRAYA EAST—A GROUND FLOOR and A FIRST FLOOR, either separately or together. **FIRST-CLASS GRANITE GODOWNS**.
Apply to
MEYER & Co.
Hongkong, June 8, 1879.

To Let.

HOUSES—No. 9, ZETLAND STREET, and No. 7, FERRAR'S HILL.
DAVID SASSOON, SONS & Co.
Hongkong, April 29, 1879.

To Let.

(For Eight Months.)

THE PARSE VILLA, ROBINSON ROAD, FURNISHED. Possession from 1st July next. Rent moderate. For Particulars, apply at
THE OFFICE OF THIS PAPER.
Hongkong, May 30, 1879.

"ROSE VILLAS"—FURNISHED OR UNFURNISHED, BOKHAM ROAD, WITH Large TENNIS LAWN.
Apply to
SHARP & DANBY,
No. 8, Queen's Road Central, late Messrs E. D. SASSOON & Co.
Hongkong, May 10, 1879.

To Let.

OFFICES in CLUB CHAMBERS.
Apply to
DOUGLAS LAPRAK & Co.
Hongkong, April 8, 1879.

To Let.

MARINE HOUSE—WEST.

SECOND FLOOR and a **GODOWN**.
OFFICES in Queen's Road, now under the occupation of Messrs Wilson & Bird, and Messrs Davis & Co.
Also,
OFFICES and **GODOWN** in DUNDRELL STREET.
Apply to
E. R. BELLIOS.
Hongkong, May 21, 1879.

To Let.

PORTION of a **HOUSE**, very suitable for **OFFICES** and **DWELLING**, also for a **STORE**, Queen's Road Central. Possession 1st March next.
Apply to
LANDSTEIN & Co.
Hongkong, February 4, 1879.

Mails.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANÇAIS.
STEAM FOR
SAIGON, SINGAPORE, BATAVIA, POINT DE GALLE, COLOMBO, ADEN, SUEZ, ISMAILIA, PORT SAID, NAPLES, AND MARSEILLES.
Also,
BOMBAY, MAHE, ST. DENIS, AND PORT LOUIS.

ON TUESDAY, the 10th of June, 1879, at Noon, the Company's S. S. **TIGRE**, Commandant CHAMPENOIS, with **MAILS**, **PASSENGERS**, **SPORE**, and **CARGO**, will leave this Port for the above places.
Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.
Shipping Orders will be granted until Noon.
Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 9th of June, 1879. (Parcels are not to be sent on board; they must be left at the Agency's Office.)
Contents and value of Packages are required.
For further particulars, apply at the Company's Office.
G. DE CHAMPEAUX,
Agent.
Hongkong, May 28, 1879. jn10

U. S. MAIL LINE.
PACIFIC MAIL STEAMSHIP COMPANY.
THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. MAIL S.S. CITY OF PEKING will be despatched for San Francisco, via Yokohama, on WEDNESDAY, the 18th Inst., at 3 p.m., taking **PASSENGERS**, and **Freight** for Japan, the United States, and Europe.
Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America by the Company's and connecting Steamers.
Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.
On Through **PASSAGES TO EUROPE**, a **REDUCTION OF TWENTY PER CENT** from Regular Rates is granted to **OFFICERS OF THE ARMY AND NAVY**, and **MEMBERS OF THE CIVIL AND CONSULAR SERVICES** in COMMISSION.

Freight will be received on board until 4 p.m., the 17th Inst. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.
Consular Invoices to accompany Overland Cargo should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.
For further information as to **Passage** and **Freight**, apply to the Agency of the Company, No. 9, Praya Central.
RUSSELL & Co., Agents.
Hongkong, June 5, 1879. jn18

Occidental & Oriental Steam-Ship Company.
TAKING THROUGH CARGO AND PASSENGERS FOR THE UNITED STATES AND EUROPE, IN CONNECTION WITH THE CENTRAL AND UNION PACIFIC AND CONNECTING RAILROAD COMPANIES, AND ATLANTIC STEAMERS.

THE S. S. GAELIC will be despatched for San Francisco via Yokohama, on or about July 1st, 1879, at 3 p.m., taking **Cargo** and **Passengers** for Japan, the United States, Mexico, Central and South America, and Europe.
Connection is made at Yokohama, with Steamers from Shanghai.
Freight will be received on Board until 4 p.m. of the 30th Instant. **PARCEL PACKAGES** will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.
A **REDUCTION** is made on **RETURN PASSAGE TICKETS**.
Consular Invoices to accompany Overland, Mexican, Central and South American Cargo, should be sent to the Company's Office addressed to the Collector of Customs, San Francisco.
For further information as to **Freight** or **Passage**, apply to the Agency of the Company, No. 37, Queen's Road Central.
H. M. BLANCHARD,
Acting Agent.
Hongkong, June 2, 1879. jn1

Occidental & Oriental Steam-Ship Company.

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H. M. BLANCHARD,
Acting Agent.
Hongkong, June 2, 1879. jn1

Insurance.

ROYAL INSURANCE COMPANY.
THE Underigned, Agents for the above Company, are prepared to grant Insurances at current rates.
MELCHERS & Co.,
Agents, Royal Insurance Company.
Hongkong, October 27, 1874.

QUEEN FIRE INSURANCE COMPANY.
THE Underigned are prepared to grant Policies against Fire to the extent of \$45,000 on Buildings, or on Goods stored therein, at current local rates, subject to a Discount of 20% on the Premium.
NORTON & Co.,
Agents.
Hongkong, January 1, 1874.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.
HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon and Penang.
Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above mentioned Ports.
NO CHARGE FOR POLICY FEES.
JAS. B. COUGHTRIE,
Secretary.
Hongkong, November 1, 1871.

THE LONDON ASSURANCE COMPANY.
INCORPORATED BY ROYAL CHARTER OF His Majesty King George The First, A. D. 1720.

THE Underigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:—
Marine Department.

Policies at current rates payable either here, in London or at the principal Ports of India, China and Australia.

Fire Department.
Policies issued for long or short periods at current rates. A discount of 20% allowed.

Life Department.
Policies issued for sums not exceeding £5,000 at reduced rates.

HOLLIDAY, WISE & Co.
Hongkong, July 25, 1872.
NORTH BRITISH & MERCANTILE INSURANCE COMPANY.
Incorporated by Royal Charter and Special Acts of Parliament.
ESTABLISHED 1809.
CAPITAL £2,000,000.

THE Underigned, AGENTS at Hongkong for the above Company, are prepared to grant Policies against FIRE, to the extent of £10,000 on any Building, or on Merchandise in the same, at the usual Rates, subject to a discount of 20 per cent.
GILMAN & Co.,
Agents.
Hongkong, July 6, 1875.

CHINESE INSURANCE COMPANY, (LIMITED.)
NOTICE.

POLICIES granted at current rates on Marine Risks to all parts of the World. In accordance with the Company's Articles of Association, Two Thirds of the Profit, are distributed annually to Contributors whether Shareholders or not, in proportion to the net amount of Premium carried by each, the remaining third being carried to Reserve Fund.
J. BRADLEE SMITH,
Secretary.
Hongkong, December 9, 1878.

LANCASHIRE INSURANCE COMPANY.
(FIRE AND LIFE.)
CAPITAL—TWO MILLIONS STERLING.

THE Underigned are prepared to grant Policies against the Risk of FIRE on Buildings or on Goods stored therein, on Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions.
Proposals for Life Insurances will be received, and transmitted to the Directors for their decision.
If required, protection will be granted on first class Lives up to £1000 on a Single Life.
For Rates of Premiums, forms of proposals or any other information, apply to
ARNHOLD, KARBURG & Co.,
Agents, Hongkong & Canton.
Hongkong, January 4, 1887.

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.
ESTABLISHED 1824.
Capital of the Company £1,000,000 Sterling of which is paid up £ 100,000 "Reserve Fund upwards of £ 120,000 "Annual Income £ 250,000 "

THE Underigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai, and Hankow, and are prepared to grant Insurances at current rates.
HOLLIDAY, WISE & Co.
Hongkong, October 15, 1888.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at Green Island. Vessels near the Hongkong shore are marked A., near the Kowloon shore K., and those in the body of the Shipping or midway between each shore are marked S., in conjunction with the figures denoting the sections.

Section.
1. From Green Island to the Gas Works.
2. From Gas Works to the Novelty Iron Works.
3. From Novelty Iron Works to the Harbour Master's Office.
4. From Harbour Master's Office to the P. and O. Co.'s Office.
5. From P. and O. Co.'s Office to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard.
7. From Naval Yard to the Pier.
8. From Pier to East Point.

Vessel's Name.	Anchor.	Captain.	Flag and Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Steamers								
Adria	2 h	Stewart	Brit. str.	780	May 27	P. & O. S. N. Co.	S'apora and Penang	To-day
Aegean	4 h	Stewart	Brit. str.	843	June 2	Linstead & Co.	Takow	To-day
Amoy	4 h	Drewes	Brit. str.	814	June 2	Stemssen & Co.	Ningpo & Shanghai	To-morrow
Arratoon Apar	5 h	Macataviah	Brit. str.	1392	June 3	David Sassoon, Sons & Co.	S'pore, Calcutta, &c.	10th inst.
Atholl	2 h	Thomson	Brit. str.	923	June 1	Gao, R. Stevens & Co.	Australian Ports	
Bellona	5 h	Ahrans	Ger. str.	789	June 5	Stemssen & Co.		
Bombay	1 h	Johnson	Brit. str.	749	Feb. 12	Kwok Acheong		
Charlton	5 h	Johnson	Brit. str.	786	May 23	Melchers & Co.	Nagasaki & Hiogo	To-day
Cheang Hook Kian	5 h	Webb	Brit. str.	956	June 4	Bun Hin Chau	Swatow and Amoy	To-day
Chinkiang	5 h	Orr	Brit. str.	799	June 1	Stemssen & Co.		
City of Peking	5 h	Berry	Amer. str.	5079	May 28	P. M. S. S. Co.	Phama & S. F'elsoo	16th inst.
City of Santiago	7 h	Peters	Brit. str.	1291	May 27	Adamson, Bell & Co.	Salgon	
Danube	5 h	Olanchy	Brit. str.	560	May 29	Yuen Fat Hong	Bangkok	
Douglas	5 h	Young	Brit. str.	864	June 4	Douglas Laprak & Co.	Coast Ports	8th inst.
Fame	6 h	Stopani	Brit. str.	117	.....	H. K. & W'poo Dock Co.	.....	Tug Flying
Flintshire	5 h	Thomas	Brit. str.	1236	May 29	Gibb, Livingston & Co.	.....	Coast Dock
Hesperia	5 h	Johannsen	Ger. str.	1136	May 27	Stemssen & Co.	.....	To-morrow
Hindostan	5 h	McConnell	Brit. str.	991	June 5	David Sassoon, Sons & Co.	Hiogo	
Klungchow	1 h	Goggin	Brit. str.	365	May 27	Kwok Acheong		
Leyte	5 h	Zublaquira	Span. str.	312	April 8	Russell & Co.		
Maharajah	2 h	Clark	Brit. str.	994	May 28	Stemssen & Co.		
Malacca	5 h	Smith	Brit. str.	1109	May 31	P. & O. S. N. Co.	Yokohama	Ab'deen Dock
Moray	5 h	Butcher	Brit. str.	1427	June 1	Jardine, Matheson & Co.	S'pore, Calcutta, &c.	
Norona	2 h	Butcher	Brit. str.	606	May 31	Kwok Acheong		
Olympia	5 h	Nagel	Ger. str.	783	May 29	Landstein & Co.	.....	K'loon Dock
Paisi	5 h	Zabala	Span. str.	284	June 3	Remedios & Co.	.....	K'loon Dock
Panado	5 h	Cain	Brit. str.	652	May 31	Melchers & Co.	Salgon	8th inst.
Pernambuco	5 h	Hyde	Brit. str.	642	June 4	Melchers & Co.		
Sea Gull	5 h	Haydon	Amer. str.	48	Mar. 24	China Traders' Insurance Co.		
Volga	5 h	Rolland	Foh. str.	1000	June 4	Messageries Maritimes	Yokohama	Mails
Yoktong	2 h	McDonnell	Brit. str.	288	June 4	Kwok Acheong	Swatow	at daylight
Zephyr	1 h	Heuer	Brit. str.	.....	.....	Russell & Co.		
Sailing Vessels								
Abbie N. Franklin	4 h	Howes	Amer. bge.	480	Mar. 6	Captain		
Adelaide Norris	5 h	Woodward	Amer. bge.	815	June 1	Adamson, Bell & Co.		
Aleppo	1 h	Falconer	Brit. bge.	685	April 27	Borneo Co., Limited	Mantla	
Alexa	5 h	Robb	Brit. bge.	424	April 20	Jardine, Matheson & Co.	Foochow	Ab'deen Dock
Anna Bertha	2 h	Krause	Ger. bge.	468	May 31	Stemssen & Co.	Newchwang	
Aurora	3 h	Milne	Brit. bge.	294	May 20	Chinese	Bangkok	Cleared
Brunette	5 h	Dow	Brit. bge.	874	June 4	Gao, R. Stevens & Co.		
Cacriote	7 h	Jones	Brit. bge.	976	May 21	Meyer & Co.		
Channel Queen	2 h	Lacheur	Brit. bge.	609	May 24	Edward Schellhaus & Co.		
Charlie	4 h	Gantier	Foh. bge.	266	June 2	Carlowitz & Co.		
Clara	7 h	Cutter	Brit. sh.	987	May 26	Borneo Co., Limited		
Colwyn	7 h	Sulman	Brit. bge.	1180	May 31	Borneo Co., Limited		
Conchita	8 h	Arias	Span. bge.	430	May 31	Remedios & Co.		
Cordouan	3 h	Bertand	Foh. bge.	459	June 4	Carlowitz & Co.		
E. M. Young	3 h	Michen	Brit. bge.	845	June 1	Chinese		
Echo	5 h	Tozer	Brit. bge.	389	May 31	Arnhold, Karberg & Co.		
Edith	4 h	Manson	Amer. sh.	1173	April 30	Vogel & Co.	San Francisco	
Edward May	4 h	Johnson	Amer. bge.	928	April 8	Russell & Co.	New York	
Elizabeth	4 h	Ohlsen	Ger. bge.	447	May 18	Wiser & Co.		
Eve	3 h	Marcenore	Foh. bge.	828	June 1	Landstein & Co.		
Ezoalior	5 h	Eddy	Amer. bge.	595	May 17	Captain		Coast Dock
Florence Nightingale	3 h	McIntyre	Brit. bge.	464	June 8	Arnhold, Karberg & Co.	Tientsin	
Gauntlet	7 h	Lucas	Brit. bge.	666	May 17	Vogel & Co.	London	
Golden Fleece	4 h	Wilshire	Brit. bge.	893	Mar. 10	Vogel & Co.	Hamburg	
Hattie E. Tapley	5 h	Tapley	Amer. sh.	946	April 25	Vogel & Co.	New York	
Hawthorn	8 h	Mead	Brit. bge.	298	May 25	Wiser & Co.		
Haze	4 h	Evans	Amer. sh.	862	April 18	Vogel & Co.	New York	
Highlander	4 h	Hutchinson	Amer. sh.	1852	June 18	Vogel & Co.		
Irene	4 h	Yates	Amer. sch.	481	May 16	Russell & Co.	New York	
John R. Stanhope	2 h	Pillsbury	Amer. bge.	407	May 6	Russell & Co.	San Francisco	
Julia A. Brown	8 h	Nickerson	Amer. sch.	542	May 26	Russell & Co.	Nagasaki	
Kirkland	2 h	Colledge	Brit. bge.	463	June 1	Chinese		
Krug Thop	2 h	Dunnen	Slam. bge.	458	May 20	Stemssen & Co.		
Martha Davis	1 h	Benson	Amer. bge.	848	May 28	Russell & Co.		
Miriam	5 h	Parker	Amer. bge.	598	June 8	Adamson, Bell & Co.		
Northern Star	3 h	Worley	Brit. bge.	327	May 30	Wiser & Co.		
Paisi	5 h	Gallego	Span. sch.	216	May 30	Russell & Co.		
Paul Marie	5 h	Ferrada	Foh. bge.	324	June 1	Carlowitz & Co.		
Philippine	4 h	Southwood	Brit. bge.	300	May 17	Rosario & Co.		
Prime Donna	4 h	Lant	Amer. sh.	1450	April 16	Vogel & Co.	Melbourne & Sydney	
Prince Arthur	3 h	Wills	Brit. bge.	296	June 1	K'wong Cheong Loong	London	
Registro	3 h	Peeran	Span. sch.	214	June 8	Remedios & Co.		
Rosalta	3 h	Ytuarte	Span. sch.	193	June 8	Remedios & Co.		
Samarra	3 h	Clough	Amer. sh.	1090	Sept. 8	Russell & Co.		
Tartar	4 h	Keamena	Ger. bge.	266	June 4	Melchers & Co.		
Theresa & Nelly	3 h	Mercier	Foh. bge.	366	June 3	Carlowitz & Co.		
Vasvius	4 h	Gull	Amer. bge.	813	April 28	Russell & Co.	San Francisco	
Zouave	3 h	Means	Amer. sh.	1202	April 28	Captain		
WHAMPOA								
Anne	.....	Lassen	Dan. sch.	171	May 30	Chinese	Tientsin	
Juliane	.....	Westmann	Ger. 3m. sch.	187	May 31	Captain	Tientsin	
Malvina	.....	Kluge	Ger. bge.	479	May 7	Captain		